0828

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0829

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0830

Grade Elev:	Top Rail.	P/ac + Front	32.58
" "	"	P/ac + 2nd	28.52
" "	"	Front + 3/ Line	27.80

Const^d LINE City of Sacramento. July 10/08. 3.

Sta.	+S	H.I.	Rod	Elev.		
BM.	2.880	35.970		33.090		
8			5.87	30.10	Cen. of Track.	Base of Rail.
9			5.40	30.57	"	"
10			4.97	31.00	"	"
11.			4.57	31.40	"	"
12.			4.40	31.57	"	"
13.			4.35	31.62	"	"

Abandoned

Sec A/2.

July 10/08 4.

B LINE. —Relocation on City of Waterfront Sacramento.

Sta.	+S	H.I.	Rod	Elev.			
BM.	2.960	36.050		32.99 City 33.090	Spike in Cottonwood Tree 12' Rt of Sta. 13+10.		
13+76.1	Const. LINE						
B 13+76.1	BC 1°30' R		4.35	31.70	Base of Rail	Const. LINE	
+50			4.24	31.81	"	"	Cen. Track
14			4.35	31.70	B.R. 31.70	"	0.5 Left
+50			4.46	31.59	B.R. 31.59	"	0.5 Left
15			4.41	31.64	B.R. 31.64	"	0.4 Left
+50			4.45	31.60	B.R. 31.60	"	0.3 Left
16			4.33	31.72	B.R. 31.72	"	0.1 Right
	Continued from page 13.				See Transit #15, page 3.		
+50			4.40	31.65			
+61.85	Cen. O St.				B.R. 31.73	"	1.58 Right.
17			4.3	31.7	31.75 B. Rail	3' Right Cen. Track.	
T.P.	4.152	36.060	4.142	31.908			
+50			4.6	31.5	31.72	"	5.9 R
18			5.9	30.2	31.8	"	8.0 R.
+50			5.7	30.4	31.91	"	10.4 R.
19			5.8	30.3	31.82	"	12.3 R

Abandoned

See p.12

B. LINE
A. LINE

Relocation on Waterfront

July 10/08

Sta.	+ S	H.I.	Rod	Elev.				
19+50		36.060	6.1	30.0	B.R	31.81	13.8 R.	Cen Track
20			5.4	30.7	B.R.	31.77	15' R.	"
+50			6.4	29.7	B.R.	31.36	16.1 R	"
21			5.8	30.3	"	30.73	17.2 R	"
+50			6.0	30.1	"	30.66	18.4 R	"
22			6.9	29.2	"	30.53	19.6 R	"
T.P.	4.020	34.628	5.452	30.608				
+50			5.2	29.4	"	30.40	20.7 R.	"
B.M.			3.932	30.696	on spike in Cottonwood 40' R of 22+65.			
B 22+52.95 = A 0+00	See Transit Book #15. Page 4.				See Cross Section Book #15 Page 7.			
			5.4	29.2				
0+50			4.9	29.7	BR. "	30.14 30.12	21.9 R 24.0 Rt	Stockton Branch Main Line
1			5.0	29.6	BR. "	29.90 29.90	20.7 27.9	Stockton Branch Main LINE
+50			5.1	29.5	B.R B.R	29.70 29.70	13.9 Rt 30.0	Stockton Branch Main LINE
2			5.1	29.5	B.R B.R	29.5 29.55	0.4 Rt. 30.5 Rt	Stockton Branch Main LINE

July 10/08 6.

"A" LINE — Relocation on Waterfront

Sta	+S	H.I.	Rod	Elev.		
B.M.	3.175	33.871 9		30.696		
2+50			4.3	29.6	B.Rail 29.60	30.0 Rt
+98			5.6	28.3		
3			6.9	27.0	B.R. 29.60	28.9 Rt
+18			7.5	26.4		
+20			9.2	24.7		
+50			9.6	24.3		
3+66.08 E.C			6.8	27.1	B.R. 29.60	26.2 Rt
T.P.	4.740	34.776 8	3.835	30.036		
B.M.	6.730	32.393	9.113	25.663	on plug 12' E of N.W. Cor of W.P. Warehouse	
4+30			4.6	27.8		
4+50			5.2	27.2		
5			6.3	26.1		
5+06 E			3.9	28.4	B.Rail 29.83	20.6 Rt
+32			3.0	29.4		
+34			9.2	23.2		
+50			10.9	21.5	B Rail 29.65	19.6 Rt
6			10.7	21.7	B.Rail 29.64	18.4 Rt
+50			9.6	22.8	B.Rail 29.60	16.5 Rt
+58			10.1	22.3		
+60			3.0	29.4		

X Sec on Left on Front (at 4+30)

								B.R. Station
25.6	24.6	23.9	26.1	26.4	26.1	27.0	27.3	27.2
17.	57	120.	131.	147	168.	176.	181.	187.

Found; Hole of →
← Chinese Warehouse

July 10/08

A. LINE Relocation on Waterfront

Sta.	+S	H.I.	Rod	Elev.		
T.P.	5.735	35.958 32.10	2.17	30.223		
7			6.3	29.7	B.R. 29.83	15.3 Rt
+50			5.3	30.7	B.R. 30.3	13.3 Rt
8			5.0	31.0	B.R. 31.08	10.8 R.
BM. 27.319	Spike in Cottonwood 40' R of A. 8+00					
+50			4.7	31.3	BR30.87	8.3 R
9			4.8	31.2	B.R. 30.80	5.4 R
+20			5.0	31.0	B.R. 30.76	3' Rt
10			4.8	31.2	B Rail. 31.2	2.3 R.
+50			3.96	32.0	B 32.0	2.8 R.
11			3.2	32.8	33.2 B. Rail	3.4 Rt
+50			2.6	33.4	33.61 B. Rail	3.3 Rt
12			2.33	33.63	33.63 B. Rail.	2.7
BM.			2.900	33.058	on bolt in Switch Stand.	
+50			4.6	33.4	B.R. 33.66	1.7 Rt
13			4.4	33.6	B.R. 33.55	0.8 Rt.
		38.025				

A LINE. Relocation on Waterfront

Sta.	+S	H.I.	Rod	Elev		
13+50			4.4	33.6	B.R. 33.61	cen. Track
T.P.	4.285	38.025	4.240	33.740		
14			4.5	33.5	B.R. 33.61	0.9 L
+50			4.5	33.5	B.R. 33.53	1.6 L.
15			4.6	33.4	B.R. 33.54	2.1 L.
+50			4.5	33.5	B.R. 33.66	2.35 L.
16			4.5	33.5	B.R 33.57	1.7 L
+50			4.4	33.6	B.R. 33.65	0.2 L.
17			4.4	33.6	B.R. 33.55	1.2 Rt.
T.P.	4.310	$\overset{31}{37.980}$	4.730	33.670		
+50			5.1	33.3	B.R 33.73	2.8 Rt
18			5.1	33.3	B.R 33.66	4.2 Rt
+50			5.4	33.0	B.R 33.56	5.2 Rt
18+56.73 B.C. 2°R						
19			4.8	33.6	B.R. 33.55	5.9 Rt
		38.400				

A LINE Relocation on Waterfront.

S/2

19+50			5.4	33.0	B.R. 33.54	5.'4 Rt
20			5.0	33.4	B.R. 33.40	5.'3 Rt
+50			5.4	33.0	B.R. 33.32	8.'5 Rt
BM.			5.600	32.800	on E. End of Cross-cap. on City Sewer Wharf. 50' Rt of 20+50	
21			5.4	33.0	B.R. 33.55	9.'7 Rt
T.P.	5.492	38.400	4.835	32.908		
+50			4.8	32.9	B.R. 33.40	10.'2 Rt
22			5.1	32.6	B.R. 33.30	10.'7 Rt
+50			5.3	32.4	B.R. 33.30	11.'1 Rt
23			5.4	32.3	B.R. 33.44	11.'0 Rt
23+35.9 E.C.						
+50			5.4	32.3	B.R. 33.42	10.'6 Rt
24			5.2	32.5	B.R. 33.50	10.'4 Rt
+50			5.2	32.5	B.R. 33.50	10.'9 Rt
25			5.3	32.4		
		37.743			B.R. 33.61	11.'2 Rt

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A LINE Relocation on Waterfront

July 11/08

Sta	+ S	H.I.	Rod	Elev.			
25+50			5.3	32.4	B.R. 33.57	11' Rt	
T.P.	4.255	37.743	4.315	33.488			
25+71.9	B.C. 7°L		5.0	32.8	B.R. 33.63	10'.8 Rt	
26+01.9			5.1	33.7			
26+31.9			5.0	32.8	B.R. 33.48	9'.8 Rt	
+61.9			5.1	32.7			
+91.9			4.7	33.1	B.R. 33.64	9'.2 Rt	
27+21.9	E.C. 6°L.		4.4	33.4		9.2 Rt to Cen.	
+50			5.0	32.8	B.R. 33.73	9'.6 Rt	
28			4.6	33.2	B.R. 33.6	10'.8 Rt	
+50			4.9	32.9	B.R. 33.6	9'.8 Rt	
29			4.3	33.5	B.R. 34.00	7'.0 Rt	"
+50			3.9	33.9	B.R. 34.43	4'.7 Rt	"
T.P.	3.700	37.803	4.077	34.103			
30		38.180	4.6	33.6	B.R. 34.25	2'.0 Rt	"

A LINE

July 11/08 11.

Sta.		H.I.	Rod			
~~BM~~	4.231	38.180 2		33.949		
30+50			5.0	33.2	B.R. 33.81	1.7 Rt
30+78	CC.T2L		4.8	33.4	B.R. 33.70	0.8 Rt
31+08			5.2	33.0	B.R. 33.58	0.3 Rt
31+38			5.2	33.0	B. Rail 33.53	0.15 Rt to Cen. Track.
A 31+68 =	CC 2°L		4.86	33.32	B. Rail. 33.50	
E 31+68	is on 2° Curve					

{Notes read Backward}

(Continued in Level Book # 9. Page 23.)
(See Transit Book # 15 Page 9.
See Cross Section Book # 15 Page 13.)

Const^d LINE. City of Sacramento Dec: 7/08

Sta.	+S	H.I.	Rod	Elev	
B.M. "B"	3.350	36 440		33.090	Spike in Cottonwood Tree 12' Rt of 13+10. City Datum 32.995. Diff 0.095
7+50			5.88	30.56	Top of Rail
8+06.44	Cen. M St.		5.57	30.87	"
8+50			5.55	30.89	"
9			5.57	30.87	"
+50			5.43	31.01	"
10			5.03	31.41	"
+77			4.77	31.67	" Comm^t of Block paving
+50			4.71	31.73	"
11			4.60	31.84	"
11+97^05 △ Const'd. Line B 11+97^05 B.C. 1°30' Rt.		See	Transit	Book.	#15 Page 24. See Cross Section Book #15 Page 6.
+50			4.53	31.91	"
12			4.57	31.87	"
12+39.51	Cen. N St.		4.52	31.92	

Const^n LINE City of Sacramento. Dec 9/08 13.

Sta.	+S	H.I.	Rod	Ele.	
B.M.	2.995	36.085		33.090	
12+88.6			4.17	31.91	Top of Rail. End of Block pavement
13			4.15	31.93	"
+50			3.98	32.10	"
14			3.97	32.11	"
+50			4.09	31.99	"
15			4.15	31.93	"
+50			4.08	32.00	"
16			3.97	32.11	"

See page 4.

Levels on "Y" at R. Street.
Stockton Branch.

Aug 7/08

Sta.	+ S	H.I.	Rod	Elev.	
B.M.	3.870	34.566 67		30.696	
22+48			4.13	30.44	~~Pt S/pl: Switch. Stockton Branch: Base of Rail.~~
23			4.34	30.23	~~"~~
+50			4.74	29.83	~~"~~
24			4.85	29.72	~~"~~
+50			4.92	29.65	~~"~~
25+09.5			5.30	29.27	~~" Cent of Q St~~
+50			5.68	28.89	~~"~~
26.			6.12	28.45	~~"~~
+50			6.53	28.04	
T.P.	2.490	30.191	6.865	27.701	
+80.8			2.39	27.80	~~" Intersec Cen Front St~~
27			2.53	27.66	
+50			3.09	27.10	
28			3.56	26.63	

Abandoned

0843

Levels on Y R St
Stockton Branch

Aug 7/08

Sta	+S	H.I	Rod	Elev.	
28+50		30.191	3.95	26.24	Base Rail
29			4.28	25.91	
+50			4.65	25.54	
30			4.82	25.37	
+50			4.89	25.33	
T.P.	3.700	28.821	5.070	25.121	
31			3.77	25.05	
31+50			4.14	24.68	
CEN: 2nd St					
32			4.41	24.41	
32+50			4.66	24.16	
33			4.55	24.27	
33+32.7			4.62	24.20	Pt Spl Sw: (Switch moved 2.4 West)
Cont'd from Page 30					
+50			4.62	24.20	
34			4.67	24.15	
+50			4.86	23.96	
+72.8					pt Spl: Sw.
35			5.05	23.77	

Abandoned

Foot of Temporary Grade		13.8 SW								Foot of Grade
16.1	21.7	22.0	22.3	21.3	24.7	24.8	24.5	20.3	15.7	
140.	64.	59.	54.	34.	6.		20.	57.	140.	

Levels on Y. R. St.
Stockton Branch.

Sta.	+ S	H.I.	Rod	Elev.
35+50		28.821	5.37	23.45
35+36.6				
35+87	CEN: 3rd St			
36			5.95	22.87
36+21			6.15	22.67
B.M.	3.39	25.980		22.590
36+50			3.56	22.420
37			4.04	21.940
38			4.66	21.320
+54.6				
39			5.43	20.550
+42:				
40			6.00	19.980
+22				
39+82	Cent 4th St		CENT. 4th St	
41+97	See page 75 for spur.			
41			6.80	19.180
42			7.35	18.630
T.P.	2.380	21.930	6.430	19.550
43			3.11	18.160
+43	End of spur			

Aug 7/08 18.

L C R

Base Rail. B.R. Spur 23.44 6.5 Right

Pt Frog. B.R. W.R. B.R.
17.3 19.5 20.4 20.1 20.5 23.1 23.0 23.1 21.7 17.5
220. 100. 70. 64. 59. 6. 15. 75. 175.
36+00 = B.R. Spur 22.61. 18.2 Rt

East LINE 3rd St. 38.8 L to Cor: of
Warehouse Floor El: 24.60 "Elwood Fence" Warehouse
B.R. Spur 21.41. 29.6 Right
W. LINE 3rd St. B.R 23.42. W.P. P.G. 20.10.
East LINE " B.R. 22.67 " " 20.10
B.R. Spur 20.88. 32.7 Rt

B.R. Spur 20.74. 36.4 Right
End of Spur on Rt. B.R. Spur 20.59 37.9 Right
El: Floor Warehouse 24.06

32.95 R to S.W. Cor of 4th + R

Cen: W.P.
East LINE 4th St. B.R.
14.8 15.2 18.5 18.9 18.9 20.2 20.0 19.7 17.3 14.4
125. 90. 60. Pt Sw. 143. 7 36. 100. 205
P. Frog.
Toe of [illegible]

W. LINE 4th St. B.R. 20.20. W.P. P.G. 18.50
East LINE " B.R. 19.76 " " 17.90

40.10 R to S.W. Cor 5th + R.

Continued on page 23.

Levels on Y R. St.
South Leg.

Sta.	+ S	H.I.	Rod	Elev.	
10 + 38.9 } Const. Line		28.821	6.15	24.70	See p-17. Base Rail
33° + ~~32.4~~ 33.6 } Const. Line					Pt. Spl. Swr. See page 18.
10			4.49	24.33	Base Rail
+ 50			4.45	24.37	"
+ 35.7			4.31	24.51	pt. Spl. Swr. Warehouse Spur.
9			4.37	24.45	"
+ 50			4.69	24.13	"
8			5.12	23.70	"
+ 50			5.24	23.58	"
7			5.46	23.36	"
T.P.	5.360	28.736 74	5.445	23.376	
6 + 50			5.43	23.31	"
6			5.31	23.43	"
+ 50			5.07	23.67	"
5			4.75	23.99	"
4 + 81.5			4.40	24.34	Inters. Cent. Front St.
+ 50			4.13	24.61	

Abandoned

0846

Levels on Y" R. Stt
South Leg.

Sta.	+ S.	H.I.	Rod	Elev.
4		28.736 74	3.69	25.05
T.P.	7.367	32.888 89	3.215	25.521
+50			7.26	25.63
3			6.56	26.33
+50			5.57	27.32
2			4.67	28.22
+50			3.63	29.26
1			2.48	30.41
+50			1.44	31.45
0+00			0.38	32.51

Aug 7/08

abandoned

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Levels on Spur
to W.P. Warehouse
R. St.

aug 7/08 21.

Sta.								
0+00 = 9+35.2	S° Leg "Y"	28.821	4.31	24.51	pt. Spl. Sw. see page 19 Base Rail			
0+50			4.40	24.42	"			
1			4.77	24.05	"			
+50			5.19	23.63	"			
2			5.12	23.70	"			
+50			5.18	23.64	"			
T.P.	5.360	28.736 74	5.445	23.376				
3			5.00	23.74	"			
+50			5.01	23.73	"			
4			4.65	24.09	"			
+50			4.43	24.31	"			
+52			4.43	24.81	"		Intersec. Cen. Front St.	
5			4.27	24.47	"			
+50			4.05	24.69	"			
6			4.00	24.74	"			

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Base Rail Levels
Placerville Branch

Sept 19/08. 23

Sta.	+S	H.I.	Rod	Elev	L.	C.	R.
44		21.930	4.32	17.61	from page 18. (No Grade Xing.)		
+23					East Line 5th St.		
45			4.88	17.05			
46			5.60	16.33			
T.P.	3.396	19.726 73	5.600	16.330			
47			4.00	15.73			
+48					West Line 6th St.		
+88	CENT. 6th St.				Level 14.4 42. 14.2 300 15.0 6.	B.R. 15.7. 16.1 7.	14.5 40. Level.
48			4.65	15.68			
+25					39.20 to N.E. Cor 6th + R (Stake)		
49			4.31	15.42			
50			4.76	15.47			
51			4.20	15.53			
+44.5					West Line 7th St.		
T.P.	4.630	20.270	4.086	15.640	7th Street Level Xing. Sac Gas + Elec R.		
52							
+24.5			4.67	15.60	39.1 R to Shasta Co. Warehouse 7th R		

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Base Rail Levels
Placerville Branch

Sept 19/08

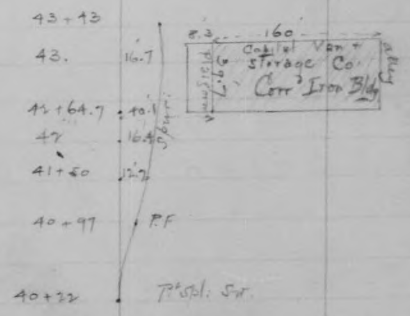
Sta.	+S	H.I.	Rod	Elev.	
		20.270			
53			4.72	15.55	Base Rail
54			4.81	15.46	
55			4.77	15.50	
+47.4					West LINE 8th
B.M.	5.448	21.196	4.522	15.748	Centre of Concrete Curb N.E Cor "R" + 8th Sts
56			5.33	~~15.86~~	
+25.			5.50	15.60	39.0 R + 41' L to Cors: R + 8th
57			5.33	15.86	
58			5.15	16.04	
59			4.84	16.35	
+49.7					39.0 R + 41.0 L to Street Line R + 9th
60			4.48	16.71	
+28.7					39.0 R + 41.0 L to Street Line R + 9th
61			4.19	17.00	

Sept 19/08

Base Rail Levels
Placerville Branch.

Sta.	+S	H.I.	Rod	Elev.	
		21.196			
62			4.00	17.19	
63			3.77	17.42	
+50.1					38.7 R to S.W Cor 10' + R.
+84.8					Intersec Sac: Gas + Elec Ry 10 St
64			3.60	17.59	
+30.6					East LINE of 10 St.

See page 18.



Levels on Relocation of Placerville Branch

Jan 6/09

Sta.	+S	HI	Rod	Elev.	L.	C.	R.
B.M.	2.890	33.586		30.696			
P0+58.22 } cont. Curve							
23+18.26 } HB to Placerville Branch			4.1	29.5			
23+96.64 C.C 12° R			4.1	29.5	Frog [illegible]		
24			4.1	29.5	Level		
+50			4.6	29.0	Level.		
25			4.5	29.1	25.1 / 20. 27.0 28.4		29.18 B.R. 13.8 Rt
Intersec. Cen. O St.			4.8	28.8	East Line Front 21.0 / 103. [illegible] 23.3 / 40.	28.8	
+50			5.1	28.5	24.0 / 20. 24.8 / 17. 26.7 / 7.5		28.84 B.R. 9.6 Rt
26.			6.0	27.6	29.4 / 30. 24.5 / 20. 24.7 / 13. 27.4 / 6.		28.44 B.R. 6.0 Rt
+50			5.6	28.0	26.5 / 40. 27.0 / 10.5 27.6 / 6.		28.03 B.R. 3.2 Rt
+78.42 Intersection ¢ Front St.	X-Sec along Front				N. Line O. St. 22.8 / 192 50 22.8 / 8. 114 24.5 / 65. 27.7 / 12.	B.R. 27.85 / 3.2 28.2 / 14. 25.9 / 55. 25.0 / 100. 24.5 / 150 Rt	
27			5.6	28.0	20.1 / 32.5 23.1 / 21. 27.8 / 10.		27.73 B.R. 1.0 Rt
27+50.46 C.C 10° R.			6.54	27.04	19.2 / 21. 22.9 / 25. 26.2 / 8.4 26.4 / 6.2 26.8 / 4.5		Centre Track B.R.
T.P.	2.345	29.676	6.265	27.321			
28			3.07	26.60			
+50			3.44	26.23			
29			3.75	25.92			

Abandoned

Abandoned

Levels on Relocation of Placerville Branch

Jan: 6/09.

		29.676				
29+50			4.17	25.50	B.R.	Cent. Track.
30			4.30	25.37	"	"
+50			4.47	25.20	"	"
31			4.65	25.02	"	"
+50			5.00	24.67	"	"
32			5.27	24.40	"	"

Abandoned

Levels on Relocation of South Ry "Y" on R. St.

Jan. 7/09

Sta.	+S	HI	Rod	Elev.	L	C	R
BM.	0.710	33.768		33.058			
0+01.27=10+78.38 (13' Left)			2.7	31.0			
0+79.65			3.0	30.7	Frog pt.		
1			3.3	30.5		26.8 25.2 24.8 5. 9. 12.	20.0 18.7 21. 35.
+50			4.8	28.9		29.0 24.2 20.4 3. 5. 23.	19.4 35.
2			9.2	24.5		23.4 19.6 15. 35.	
+50			9.7	24.0		23.3 22.0 15 35.	
3			10.2	23.5		23.5 23.5 15. 30.	
T.P.	3.600	29.563	7.805	25.963			
3+50			4.1	25.5		23.5 23.9 15. 30.	
4			4.3	25.3		22.1 22.7 10. 25.	
+50			4.4	25.2	Level	24.8 22.2 6. 30.	
5 +81.37. Com. Frog pt			5.0	24.6		24.4 22.6 11. 50.	
+50			5.4	24.2		Level	
6			5.8	23.8			
6+27.5 EC.			5.9	23.7		"	
+50			6.0	23.6			
7			6.20	23.36	B.R. Cent. Track	See page 19.	

abandoned

Side notes referred to page 32

Levels on Relocation of Placerville Branch

February 17./09.

See Transit Book #15 Page 57.
See Cross Section Book #15 Page 53.

Sta.	+S	H.I.	Rod	Elev.	C.	Base Rail.
A0+48.22 = 23+08.89	1.887 H.B.	32.583 6		B.M. 30.696		
			2.8	29.8		
23+87.77	Δ 4.71 L of A1+26.6		3.2	29.4	Frog pt.	
24+01.37	B.C 12° L		3.2	29.4	Level.	29.72 21.9 Rt.
+50			3.8	28.8	Level.	29.65 18.6 Rt.
25			3.6	29.0	25.1 27.0 28.4 29. 25. 11.	29.18 14.65 Rt
	Cen. & St.		3.8	28.8	East Line Front 21.0 102. Most Front 19. 23.3 62.	
+50			4.1	28.5	24.1 24.7 26.7 28.6 29.1 28.5 28.5 26.8 28.0. 14. 6. 6. 15. 16. 19. 23.	28.84 10.4 Rt
26			4.9	27.7	25.0 25.1 27.4 28.6 28.1 28.1 24.1 21. 13. 6. 10.5 12. 14.5 23.5	28.44 5.9 Rt
+50			4.7	27.9	22.5 Edge of grade 25.5 27.5 28.2 27.8 27.6 24.9 49.5 40. 6. 7.5 9. 13. 19.5	28.03 3.5 R
+77.9	Cen. Front		4.7	27.7	No Line B. St 22.8 So Line B. 23.8 24.5 27.7 B. Rail 27.85 28.2 25.9 25.0 24.5 191.3 111.2 64. 11. 3.9 15. 56. 101. 120	
27			4.7	27.9	22.0 23.0 Edge of grade Front St 27.6 28.0 26.1 Edge of grade Front St 24.0 32.5 21.5 10. 6 36.5 49.	27.73 1.4 Rt
+50			5.6	27.0	19.5 23.4 26.1 26.4 26.9 27.2 26.6 22.6 29.5 17. 9. 6. 4 4.5 9. 19.6	27.04 0.13
27+82.9	C.C 6° L		5.8	26.8		

Levels on Relocation of Placerville Branch

Feb 17/09.

Sta.	+ S	H.I.	Rod	Elev.		C.							
28		32.583 6	5.98	26.60	B.R.	19.0 26.5	25.5 9	25.8 6.	26.4 4	26.8 4.	26.3 6.	25.8 11.	18.8 22.5
+50			6.35	26.23	B.R.								
29			6.66	25.92	"	16.7 27.5	25.0 9.7	25.2 6.5	25.8 5	26.1 5.	25.4 6.5	25.1 10.	17.4 19.5
+50			7.08	25.50									
30			7.21	25.37		18.7 20.	24.4 10.5	24.6 7.	25.2 6	25.6 5	24.4 6.5	24.5 8.7	13.9 24.5
+50			7.38	25.20									
31			7.56	25.02		17.8 24.5	23.7 13.5	24.2 7.	24.8 5	25.2 5.5	24.8 8	25.0 12.	
B.M.	5.200	30.863		25.663									
+50			6.19	24.67									
31 +80.45 Cen 2nd St.										15.69' Rt to Y Track Sta. 8+86			
32			6.46	24.40	B.R.								
+50			6.70	24.16	B.R.								
33			6.59	24.27	B.R.								
33+33.6 Spl. Switch			6.66	24.20	B.R.								

Cont'd on Page 17

Levels on Relocation of "H" South leg on R. St.

February 18/09.

B.M.	0.950	34.008		33.058				
0+70.46	∆17.71. ∠ of A.10+10.		3.2	30.8	Frog point			
1			3.6	30.4			B.R. 30.41	12.95 L
+50			5.1	28.9			" 29.26	11.13 L
2			9.9	24.1			" 28.22	10.90 L
+50				23.9			" 27.32	
3 T.P.	3.752	29.840	7.920 6.4	26.088 23.4			" 26.33	
+50			4.4	25.4			" 25.63	8.62 L
4			4.6	25.2			" 25.05	3.22 L
+50			4.6	25.2			" 24.61	2.17 R.
5			5.2	24.6			23.99	5.5 Rt.
+50			5.6	24.2			23.67	7.23 Rt.
6			6.0	23.8			23.43	5.90 Rt.
6+23.56.			6.2	23.6			" 23.37	4.05 Rt.
+50			6.2	23.6			" 23.31	
7			6.48	23.36	B.R. Cent Track.			
+50			6.26	23.58	"			
8			6.14	23.70	"			
+50			5.71	24.13	"			
9			5.39	24.45	"			
+50			5.47	24.37	"			
10.			5.51	24.33	"			

Abandt

* for side notes See page 28.

0857

Levels on "C" LINE. So: Tog of Y on R. Street.

Mar/9/09.

See Transit Book #15 Page 55.
See Cross Section Book #15 Page 61

Sta.	+S	H.I.	-S	Elev.						
B.M.	2.410	35.468 5		33.058						
C 0+00 - Δ 13' L of A. 12+24.38			3.4	32.1	B.R.33.63	33.3 10.	33.3 5.5	31.4 10.	20.7 33.	19.4 50.
0+78.38 Δ 17.71			6.1	29.4	B.R.33.50					
1			9.0	26.5	B.R.33.42	33.9 12.	30.5 6.	25.2 9.	19.0 18	17.2 40.
+50			10.0	25.5	B.R.32.60	31.1 16.	30.9 11.	23.5 18	20.0 35.	17.9 50.
2			13.2	22.3	B.R.31.48	30.7 18.	28.2 9.	19.1 12.	18.7 38.	
+50			12.8	22.7	B.R.30.33	29.6 20.	25.8 12.	18.8 16.	18.6 38.	
3			13.1	22.4	B.R.29.18	29.1 13.5	24.9 11.	19.7 18.	18.7 45.	
+50			11.4	24.1	B.R.28.12	28.3 19.	24.7 15	21.9 14.	20.1 20.	19.3 30.
4.			11.7	23.8	B.R.27.15	27.6 21.	25.0 16	23.3 24.		
T.P.	4.650	31.784 8	8.334	27.134						
+50			8.5	23.3	B.R.26.18	25.6 18.	23.3 14	23.3 5.	23.2 20.	
5			8.2	23.6	B.R.25.48		25.8 10.	23.6 10.	23.6 25.	
+50			7.1	24.7	B.R.24.83		25.0 10.	22.5 15.	22.6 24.	

0858

"C" LINE

Sta.	+S	H.I.	Rod	Elev.		L.	C.	R.
6		31.784	7.1	24.7	BR 24.48	24.6/100. 24.6/50 24.6/25.	24.5	24.4/10. 22.1/50. 21.0/100
+14 1/2	CEN. FRONT ST.							
+50			7.4	24.4	BR 23.98	24.8/20. 24.5/10	24.4	24.0/10. 23.9/20.
7			7.7	24.1	BR 23.68	24.3/20.0	24.1	23.9/9. 23.8/15. 22.1/25
+50			8.0	23.8	BR 23.36	23.8/17. 24.0/9.		23.3/9. 20.8/16. 19.2/35.
8			8.3	23.5	BR 23.43	22.7/22. 23.7/16. 22.7/9.		22.7/7. 20.1/10. 19.4/18. Face of Bldg.
T.P.	4.570	28.854	4.450	24.334	on Hub at 6+5			
+50			5.40	23.45	B Rail.	22.9/20. 23.7/16. 23.7/9.		23.3/6. Fence 19.4/15.9 17.1/25. 16.5/30.
9			5.21	23.64	"	23.6/15. 23.6/9.		22.8/7. Fence 18.1/15. 17.4/26. 17.0/30.
10			4.60	24.25	"	runs into Blank Wall grade 24.5/9 24.4/6		23.6/9 22.4/18.
11			4.48	24.37	"	no grading on Left.		24.4/4.5 23.5/7. 16.8/15. 16.6/30.
11 +72.01 = 33 + 33.6	P.S.H. Str. } Placerville Branch		4.65	24.20	"	no grading		

Levels on "C" LINE
Taken May 5th 1911.

		H.I	Rod	Elev:		
S/2	9.150	34.811		25.661	BM on Front St	
0 + 00			1.7	33.1		
0 + 78.38			2.6	32.2	Frog Pt	
1			2.3	32.5		
+ 50			2.5	32.3		
2			3.0	31.8		
+ 50			3.4	31.4		
3			4.1	30.7		
+ 50			4.6	30.2		
4			5.4	29.4		
+ 50			6.4	28.4		
5			7.0	27.8		
+ 50			9.2	25.6		
6			10.0	24.8		
6 + 14.14			10.4	24.4	Base Rail	Cent Front St
6 + 50			10.7	24.1		
7			10.3	24.5		
+ 50			9.8	25.0		
8			10.3	24.5		
+ 50			9.9	24.9		
9			9.8	25.0		
+ 50			9.4	25.4		
10			8.7	26.1		
+ 50			7.8	27.0		
11			7.5	27.3		
+ 72.01			8.1	26.7	Pt Spl Sw.	

aug 19/09

Levels on Union Oil Co's Spur

Sta.	+S	H.I.	Rod	Elev.	
B.M.	0.695	34.654		33.949	See Transit Book #15, page 42.
△ 0			1.5	33.2	
0+62.6			2.5	32.2	P. Freq.
△ 17.71 L of E 34+77					
1			2.6	32.1	
+50			5.8	28.9	
1 +77.6 B.C.			8.4	26.3	
2			9.6	25.1	
+48			15.0	19.7	
3			15.0	19.7	
+50			15.0	19.7	92.8 L of E Line
+94 Toe Levee			14.4	20.3	
4			12.5	22.2	
+17.5			2.6	32.1	Crest Levee
+41			2.7	32.0	Crest "
+50			6.8	27.9	
+72.5			15.8	18.9	Toe Levee
5			15.4	19.3	
+50			15.4	19.3	
6			15.4	19.3	94.1 L of E 40+56
+46.7			15.6	19.1	

0861